

RADICAL CHARTER CHANGES

REVISERS WOULD DISPENSE WITH
30 OR 60 ALDERMEN.

Abolish Coroners, Restore Park Police
and a Police Superintendent From Uni-
formed Force and Annual Mandatory
Acts That Fix Salaries or Expenditure.

The Charter Revision Commission in a report which is contained in a printed volume of 461 pages recommends many changes in the city Charter. Probably the most interesting are provisions tending to give to the city a greater latitude of home rule. The commission finds that the increase in the budget since 1898 from \$79,000.00 to \$143,000.00 is due to a great extent to legislative interference. It goes on to the extent of recommending that all mandatory laws increasing expenditures by the city should be repealed. The adoption of such a law would mean that hereafter there would be no automatic increases, for instance, in the pay of teachers, policemen and firemen. The commission says:

The power over the local purse should be placed in a responsible municipal board without any save the most general restrictions by the State. All mandatory provisions compelling appropriations should be repealed. No great private corporation could long survive the annual calls to the purse as the Legislature from year to year at the demand of personal and local interests has made upon the city treasury. The city officials elected at regular intervals cannot be trusted to exercise the power of the city's purse. The city officials must be held themselves for their lack of care in selecting their servants and attend more carefully to their duties. Times of great abuse like the Tweed ring period, when the city's relief must be sought at Albany, but ordinarily the voters must be impressed with the responsibility resting upon them to choose proper officials, and ought not to be allowed to shift the blame to the Legislature to correct the consequences of their own neglect.

The commission believes that officials charged with the expenditure of appropriations should not take on the amount, and that the Board of Estimate and Apportionment should be composed of the Mayor, Comptroller and experts of the Board of Estimate, and should be assisted by the Board of Finance, which should receive salaries which will attract men of the proper caliber.

The commission says that the defects of the existing system of the city's government are both fundamental and administrative and can be corrected only after mature deliberation, and for that reason the Governor is urged to continue the work and have a charter proper and an administrative code drafted. By "charter proper" is meant an organic law bearing the same relation to the city as the Constitution bears to the State. It is also the opinion of the commission that amendment of the Charter should be made almost as difficult as amendment of the State Constitution.

The Mayor's powers of appointment and removal should be increased rather than diminished. As to the division of administrative functions between the Mayor and the Borough Presidents the report recommends the continuing of the system, although in a modified form.

We say modified, because local prejudices and needs must yield to measures designed for the benefit and political advantage of the whole people, else the entire purpose of consolidation must fail. Either the city must become in fact a confederation of localities. The commission concedes the difficulty of arriving at a satisfactory solution of this problem, but it is convinced that economy, proper civic pride and the interests of the city as a whole will be best encouraged and promoted by devolving a large part of the powers of the separate borough governments upon central governing departments. These should be represented in the boroughs by deputies appointed because of their knowledge of and familiarity with the boroughs for which they are appointed and possessing stated residential qualifications. An amendment would thus be put to the diffusion of power and responsibility that has worked so much mischief in the greatest of the boroughs, which is, in point of fact, the core of the greater city.

The commission is unanimous that a municipal legislature should be retained, but is divided as to how it should be constituted. Two plans, each of which found support in the commission, are proposed. The first provides for a body composed of five borough presidents, elected as at present, and sixteen other representatives from the different boroughs, making a total of twenty-one members. The second plan provides for a legislative council of twenty-two members. The division suggested is six from Manhattan, four from Brooklyn and two from each of the other boroughs.

The council plan provides for the appointment of a Board of Ordinances, composed of the members of the Board of Estimate except the Mayor, who would retain the power of veto and the five borough presidents. The proposed Board of Ordinances, which would take the place of the Board of Estimate, would be presided over by a Vice-Mayor.

The Board of Estimate, the commission unanimously recommends, should consist of the Mayor, Comptroller, President of the Board of Aldermen or Vice-Mayor, and four members elected for the purpose by the voters of the city at large. Therefore the Board of Ordinances would have eleven members—the Vice-Mayor, five members of the Board of Estimate and the five borough presidents, who would no longer have seats on the Board of Estimate. The report recommends that if the first named plan for the constitution of the municipal legislature should be adopted, the local improvement districts should be reduced in number to correspond with the number of the new aldermanic districts in each borough, but that the present plan should remain being adopted there should be created a completely new system of local improvement boards. This is the plan outlined under this head.

Each local board would consist of one member elected from each Assembly district of the borough and be presided over by the Borough President. Richmond, however, having only one Assembly district, should be entitled to one member. The report recommends that the Board of Estimate should be reorganized, the existing Aldermanic districts. For the purpose of Assembly district apportionment these several boards could meet as one board for the whole city. The local boards in the four counties could meet separately to canvass the water cast at an election.

The commission insists that the finances of the city should be in complete control of the city authorities; that the appropriations made in the budget should be segregated and itemized to a much greater degree than is now done, and that the Sinking Fund Commission should be abolished and its power vested in the Board of Estimate.

These recommendations are made relative to the Board of Estimate:

1. The membership of the board should be reduced to fifteen, to be appointed by the Mayor.
2. The local school boards, forty-six in number, as at present, should be continued, each to consist of five members, three men and two women, to be appointed by the President of the borough in which each board may be situated.
3. The provisions of the present Charter with respect to the board of examiners, examination of applicants and issue of teachers' licenses should be carefully retained.
4. The Davis law and all other mandatory provisions relating to salaries and expenses of the Board of Education should be repealed. This recommendation is made not because the commission objects to the schedule of salaries fixed in the Davis law or because it does not believe that there should be suitable and ample provision for paying the expenses of the Board of Education, but because the commission believes that all

such matters should be regulated by the Board of Estimate.

One of the recommendations calls for a bureau for the purchase of supplies for all the departments. This would permit the city to purchase by wholesale in many cases and to do so with purchasing comparatively small lots at retail. The present practice, it is found, leads to favoritism and high prices.

The abolition of the Board of City Record and the Department of Statistics and the Department of Supplies are recommended. The suggestion is also made by the commission that the City Record should be made "a modern municipal newspaper of daily value." The way in which the city printing is done and the stationery supplied is wasteful and extravagant, the report says.

The commission recommends that the recent legislation affecting the Police Department have a further trial in which to demonstrate its success or failure. But because the retention of a single Commissioner of Police is suggested by the commission, the report says that a superintendent of police from the uniformed force who shall have been a member of the force for at least five years. The report says:

A man who has passed through all the grades of the force is more likely to be acquainted with its strength and shortcomings and the best means of reaching and curing defects than one who has only been a superintendent of police from the uniformed force who shall have been a member of the force for at least five years. The report says:

This recommendation is made:

A department of street control should be created, with all the jurisdiction now vested in the Borough Presidents, with respect to the construction and repair of streets, sewers, pavements and other structures, open for all purposes in street surfaces and encroachments. It is worthy of consideration that street cleaning functions, have charge of lighting the streets and be vested with all the powers and duties of the Department of Water Supply, Gas and Electricity, except such as relate to the water supply proper. In short, it should possess all authority and control over the streets except the regulation of traffic by the Police Department and the care of the water mains laid under the streets. It is worthy of consideration whether this department should not be charged with the physical work of laying and repair of all water mains, subject to the regulation and general supervision of the Department of Water Supply.

This department, it is suggested, should be presided over by a commissioner appointed by the Mayor, with power to appoint a deputy in each of the boroughs.

Mr. Arnold criticizes the slowness of the guards in opening and closing doors and in giving the starting signal. He suggests the installation, if the existing conditions cannot be improved upon, of a system of electrical signaling whereby the motorman will get the signal on the instant the last door is closed. In his report Mr. Arnold also points out that the existing slight changes in the block signal system it will be easily possible to reduce the headway under which trains are run on the existing schedules.

The greater part of Mr. Arnold's report is, however, devoted to discussing the type of car that can best meet the traffic conditions of this city and, he strongly advocates the use of a car with centre side doors, although he admits that the doing away of the cross seats of the present car will decrease the seating capacity.

In this part of his report Mr. Arnold says:

If the principle of a slight reduction in the seating capacity of the present cars can be accepted as permissible and adopted, increased carrying capacity can be obtained by eliminating all or a part of the present cross seats. The elimination of these cross seats makes it practicable to introduce centre side doors into the present cars should this change be found necessary. In fact, it is found that the traffic cannot be properly handled and the forty-five second limit for station stops mentioned maintained with the present end door cars, and if these cars are replaced with the proposed type of the cross seats will make it practicable to load and unload so rapidly that this limit can be maintained.

In favor of both policies. No one having the best interests of the public at heart will deny that if it were possible to provide each passenger with a seat throughout his entire journey he should be so provided, but as it is practically impossible during rush hour periods in most transportation systems now existing in the principal cities of this country the question of just how far this principle can be carried is one that still serves the best interests of the public, by providing as many seats as practicable and at the same time utilize the carrying capacity of the subway to its greatest extent by giving to those who are not seated the advantages of its transportation facilities, is one that requires most careful consideration.

The hardship imposed upon those who are compelled to stand in the subway cars during the rush hour period is not as great as it at first appears to be, for the reason that owing to the transfer system between the express and local service, so well worked out in this railway, few passengers are compelled to stand for any great length of time. This is brought about through the fact that the personnel of each car changes so often, due to transferring at express stations, that many of the who stand at the end of the car are compelled to move to the rear of the car, where they can stand for a shorter time.

In further support of the policy favoring increased standing room in the cars it is pointed out that the reason for not providing the number of seats is for the purpose of providing greater aisle space, so that a system of circulation of passengers from the cars toward the exits of the cars can be more easily maintained, resulting in greater comfort not only to those standing but also to those seated, and at the same time avoiding the conflict of streams of passengers with the fronting discomforts of the cars.

As an additional result of maintaining a definite circulation of passengers greater expedition will be possible in loading and unloading stations with the result that the average speed of travel materially increased, so that the discomfort of standing is further lessened by being shortened.

The question then tersely stated is as follows:

Having 60,000 people to carry per hour, shall we by following one policy provide seats for 40,000 people with standing room for possibly 10,000 more, and turn away 10,000 to other and slower means of transportation, or by adopting, at least until future subways can be built, the other policy, whereby increased standing capacity is obtained, provide seats for 20,000 and carry the other 40,000 along in the same interval of time, and thus furnish transportation for the entire 60,000?

The Public Service Commission has forwarded the report to the Interborough Rapid Transit Company with a request that the company consider the report and communicate with the commission without delay as to its willingness to carry out the suggestion made by Mr. Arnold.

BRYAN ON FOREIGN MISSIONS.

He Draws Crowded House in Brooklyn and Manhattan.

William Jennings Bryan made two addresses yesterday on religious subjects. In the afternoon he was the speaker at a meeting held in the Orpheum Theatre, Brooklyn, by the Brooklyn Y. M. C. A., and in the evening he appeared at the Westminster Presbyterian Church in West Twenty-third street, Manhattan. He had crowded houses.

Mr. Bryan's address was on "Missions." He said that from what he had seen of the Eastern civilizations in his travels he believed it the duty of all Christian organizations to send to heathen countries teachers who can show an example of what a Christian life is.

THE WEATHER.

The storm from the Northwest after having moved into the Central States passed northeastward over the Lake region yesterday, causing snow in the Lakes bordering the Lakes and in the New England States and storms as far south as northern New Jersey and northeastern New York. There was rain in the south Atlantic States, high winds prevailed over the Great Lakes and on the south and north Atlantic coasts. An area of high pressure covered the Western States, with clear weather. The temperature was below normal, averaged to read as follows: 8 A. M., 20.5; 2 P. M., 30.5.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	9 A. M.	10 A. M.	11 A. M.	12 M.	1 P. M.	2 P. M.	3 P. M.	4 P. M.	5 P. M.	6 P. M.	7 P. M.	8 P. M.	9 P. M.	10 P. M.	11 P. M.	12 M.
N. Y.	20.5	21.0	21.5	22.0	22.5	23.0	23.5	24.0	24.5	25.0	25.5	26.0	26.5	27.0	27.5	28.0
B. N. Y.	20.5	21.0	21.5	22.0	22.5	23.0	23.5	24.0	24.5	25.0	25.5	26.0	26.5	27.0	27.5	28.0

HIGH WINDS FORECAST FOR TO-DAY AND TO-MORROW.

For eastern New York and New England, snow in northern and partly cloudy in southern portions to-day; fair to-morrow; diminishing northerly winds.

For eastern Pennsylvania, New Jersey and Delaware, partly cloudy to-day and to-morrow; not much change in temperature; fresh westerly winds.

For the District of Columbia, Maryland and Virginia, fair to-day and to-morrow; light northerly winds.

For western New York and western Pennsylvania, snow to-day; partly cloudy to-morrow; fresh northerly winds.

CHICAGO EXPERT ON SUBWAY

MORE STANDING ROOM, FEWER SEATS, HE SUGGESTS

As One Way to Relieve the Rush Hour
Crows—Side Door Cars Advocated
—The Trains Take Too Long to Load
and Unload, Says Bion J. Arnold.

Bion J. Arnold, the Chicago traction expert who was brought here a couple of months ago by the Public Service Commission to inspect the subway system and to suggest means for the betterment of the service, has submitted a preliminary report to the commission.

In this report Mr. Arnold says that considering the circumstances under which the subway was built and is now being operated it is one of the best constructed and best operated railroads in existence. Mr. Arnold points out, however, that while the schedule calls for two minute trains south of Ninety-sixth street during the rush hours the trains fall behind the schedule from twelve to thirty seconds. On this point the report says:

After studying the causes of delay I am convinced that several of them can be promptly removed and the two minute headway, as given by the time card, maintained under normal conditions during rush hours. Many of these delays are caused by the excessive time taken for loading and unloading trains at the platforms and are caused largely by the policy in vogue at the time I began studying the situation of the subway trains at the stations until all the cars were jammed full of passengers in an attempt to clear the platforms. This policy should be changed to one of starting the trains within a fixed interval after the last passenger has left the platform and the maximum number of passengers should be made to pass through the stations after allowing reasonable time for loading. This time of loading and unloading the express trains should be limited to forty-five seconds, and that of the average of sixty-five seconds, taken at present at Grand Central Station. This can be accomplished, provided the proper degree of efficiency is maintained by the platform men, who should be put to work on improved methods of operation.

The methods recommended by Mr. Arnold to load the trains quicker include limiting the number of passengers who shall have access to the trains at one platform, and stationing on each platform dispatchers with stop watches, "with instructions to give the signal for closing the doors not later than forty seconds after the last passenger has left the platform, thus allowing five seconds to close the doors and start the train within a forty-five second period.

Mr. Arnold criticizes the slowness of the guards in opening and closing doors and in giving the starting signal. He suggests the installation, if the existing conditions cannot be improved upon, of a system of electrical signaling whereby the motorman will get the signal on the instant the last door is closed. In his report Mr. Arnold also points out that the existing slight changes in the block signal system it will be easily possible to reduce the headway under which trains are run on the existing schedules.

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WINNING CANDIDATES DINED.

Union Boat Club Entertains Justice Sinnott and J. A. Francis.

About 250 members of the Union Boat Club of the Harlem River whooped things up last evening at a dinner at Healy's, Sixty-sixth street and Columbus avenue, given to two of its members who were elected to office at the recent city election. They were Municipal Justice-elect Philip J. Sinnott, a Democrat, and Assemblyman James A. Francis, a Republican. Sinnott is a former captain of the club and Francis a former member.

Alderman Francis, a member of the Nassau Boat Club, who was elected Municipal Judge with Sinnott, was unable to attend on account of illness. Alderman-elect John Mitchell was also unable to be present owing to the death of his father.

James A. Farrelly, head coach of the club, acted as toastmaster. Supreme Court Justice Charles A. Gay, Justice McAvoy, Magistrate William J. McDevitt, Thomas A. McAvoy, James J. McDermott, Daniel F. Cohan, the latter a classmate of Judge Sinnott at Manhattan College, and James Connelley, the father of the club, were among the guests.

A vaudeville entertainment under the direction of Maurice Cornell preceded the speaking.

LIMIT ON CAST IRON COLUMNS.

Proposed Ordinance Would Hit the Pattern-makers Union.

Delegate McStay of the Pattern-makers Union reported at the meeting of the Central Federated Union yesterday that a number of pattern makers, iron molders and others engaged in the cast metal foundries are liable to be thrown out of work if the Board of Aldermen at its meeting to-morrow adopts a resolution making it a rule that there can be no cast iron columns in any iron skeleton building of more than six stories in height.

McStay said that a number of other trades, such as the iron shippers, which depend on the patternmakers and iron molders, will also have a number of people thrown out of work if the ordinance passed.

The different trades affected was appointed to attend the hearing and make a plea against the passing of the resolution.

MAULEY MISSION CELEBRATES.

Fulton Cutting and the Rev. Hugh Birkhead Among Those Who Take Part.

The small hall of the Jerry Mauley Mission at 216 Water street wasn't large enough to accommodate without crowding the men and women who wanted to take part yesterday in the celebration of the thirty-fifth anniversary of the founding of the mission.

The services began at 3 o'clock in the afternoon, when R. Fulton Cutting, who has been connected with the mission for more than twenty years, presided. He made an address in which he told of the rescue work that had been done.

Supt. John H. Wyburn announced that those who had been rescued from the downward path would have an opportunity to speak.

Pure, Healthful, Refreshing

Polinaris

"The Queen of Table Waters"

GET YOUR COAL EARLY.

If You Wait Until Snow It Will Cost More for Cartage.

Circulars have been sent out by retail coal dealers to their customers in the last few days urging them to fill their bins before the streets become covered with snow and ice, and in order to help the dealers did not increase the price of coal 25 cents on December 1, as has been the custom for several years past. Instead the dealers will add a reasonable extra cartage charge to all deliveries made in times of snow and ice on the streets.

In the last few winters the dealers have found it necessary to engage extra horse and men in order to fill their orders, and are sending out the circulars in the hope that the public will take advantage of the low prices and get in their winter supply of fuel.

A member of one of the largest retail coal firms in the city had this to say yesterday: "Last winter the retail coal dealers in this city spent more than \$100,000 in extra delivery charges, and of this sum my own firm spent about \$30,000. A truck ordinarily drawn by three horses making with ease five or six tons of coal at such times of stress is sent out with five or even six horses and with a load of but two or three tons of coal. It is a most unpleasant uncertainty as to the time of its return. Thus the dealer pays out thousands of dollars in an unsuccessful effort to keep his customers supplied with fuel. Always unable to get sufficient help, he is compelled to work his horses day and night, and sometimes horses who at the beginning of a storm are worth \$350 or \$400 at its close are frequently injured beyond recovery. The dealers wish to save the horses and to avoid the cruelty of previous winters."

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An elderly man made a short speech. "I was a dock rat on James slip thirteen years ago and there wasn't anything too lively for me on Cherry street and the Bowery," he said. "When I wasn't full of booze I was shaking dirt or fighting. There wasn't anything in the way of evil that I didn't take part in. Thank God this mission changed all that and I am a happy man now since I gave up my evil ways."

Most of those present among the men told of having been saved from evil ways and made useful members of society. If there were more men among the women they made no public confession of it.

The Rev. Hugh Birkhead of St. George's Church and the Rev. Wallace McMillen of the Avenue M. E. Church made short addresses.

KIDNAPPED GIRL RESCUED.

Police Think They're on the Trail of a Gang Engaged in Stealing Italian Girls.

Millie Farlando of 15 Baxter street, Manhattan, who disappeared from home two weeks ago, was found by the police late on Saturday night on the upper floor of a house at Seventeenth street and Seventh avenue, Whitehouse. Santo Gelleto, who kept a saloon on the ground floor, was arrested. Millie told Magistrate Connon that she was returning from church Sunday night two weeks ago when two young men seized her and took her to the Whitehouse house in a carriage. She was forced to submit to many indignities.

Gelleto said he knew nothing of the manner in which the girl was brought to the place, but he said he had seen her in the Whitehouse house. He said he had seen her in the Whitehouse house. He said he had seen her in the Whitehouse house.

Magistrate Connon committed the girl to the custody of the Brooklyn Society for the Prevention of Cruelty to Children.

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AS JAPAN VIEWS EXCLUSION.

A Matter of Sentiment, Not Desire to Send Japanese to This Country.

NEW HAVEN, Dec. 1.—Prof. George T. Ladd, formerly at the head of the philosophical department at Yale, who has just returned from a year in Japan, where he went to supervise the school system at the request of the Mikado, made the statement last night that if the United States takes it upon itself to exclude the Japanese as they have excluded the Chinese the business relations of the United States in the East will suffer seriously.

"America's commercial supremacy is being seriously threatened by Germany, England and France," said Prof. Ladd, "and in my judgment the United States had better stop bragging and get down to business."

"Japan is also becoming a rival of the United States in the Eastern trade, for the country is developing rapidly. They are going at their industrial development in a scientific way and institutions for instruction in technical and mechanical engineering are springing up in all parts of the empire. But the Japanese are not so foolish as to cut off their nose to spite their face by excluding Americans from Japan. The Japanese want our people to come and welcome foreign firms."

"How did the Japanese nation regard the recent riots in Shanghai and the exclusion of the Japanese from the schools of San Francisco?"

"The Japanese do not consider it fair for the United States to draw the line on them as it has done on the Chinese while it is admitting emigrants from Europe who are their inferiors in mentality. The passage of such a law by the United States would strain relations greatly. Japan would willingly accept more strict immigration laws which would apply to all nations alike. The Japanese have plenty of work for their people developing their new territory and in portions of the empire which have not yet been opened. These regions are rich in mining and timber and the island of Formosa is probably the richest part of the Japanese empire. As for Corea and Manchuria, the Government prefers that its subjects go there rather than to the United States, but it will not consent to any treaty with the United States which puts the Japanese on a level lower than other favored nations. There is no talk of war with the United States."

THE PATROL TO THE RESCUE.

Police Boat Picks Up a Disabled Motor Boat With Seven Men Aboard.

The 40 foot motor boat Tubal Cain, owned by Harry Twine of 131 Fifth street, Brooklyn, started out yesterday morning from the foot of Thirty-ninth street, Brooklyn, with the owner and six other men aboard bound for the fishing banks. When the boat got opposite Coney Island the shaft broke and the occupants were left with only two oars. The tide was running heavy and the boat was carried rapidly off toward Sandy Hook, meanwhile shipping a quantity of water.

Two hours later when the police boat Patrol was cruising in the lower bay, Sgt. Hallock noticed through his binoculars a white shirt flying from an upright position. The tide was running heavy and the boat was carried rapidly off toward Sandy Hook, meanwhile shipping a quantity of water.

Sgt. Hallock was afraid to run too close for fear of fouling the motor boat, so a heaving line was sent out with a hawser attached. It was made fast to the motor boat, which was then towed to the foot of Thirty-ninth street.

The men on the boat with the owner were W. A. Wheeler, A. Divine, James Maxwell, James Hemlaw, William Gibson and John Jackson. All were wet through and thoroughly chilled, but were able to go to their homes.

HONORS FOR A DEAD MANDARIN.